

RULES MAY BE CHANGED

Julian Halford Offers Suggestions for Truck Contests.

ON COST PER TON MILE

Favors Reliability Contest of 10,000 Miles as Best Basis for Figuring.

By Julian Halford, of Wyckoff, Church & Partridge, New York.

In my opinion the entire basis of the rules proposed by the A. A. A. board covering a contest of motor trucks is totally wrong.

During the last few years many European motor truck trials have been held, and each rule suggested by the A. A. A. seems to be a copy of the test Liverpool trials, with but a few alterations. Since that date, however, much has been learned.

The objective of a motor truck is work done in a certain period at a discovered cost. This is expressed in the form of "cost per ton mile." I see nothing in such a proposition whereby a truck should be forced to go at a specified speed per hour, bearing in mind what the object is. Therefore, the only way in which proper contests could be formed must be on a basis of the maximum work in the least time, other things being equal, is bound to have a lower cost per ton mile than a slower speed truck, as such items as driver's wages, depreciation (which can, in this case, be reckoned at so much per annum) and other fixed charges will be less if a given work is accomplished in a lesser period.

Sales for a proper contest should be as follows:

1. The load which a truck is to carry shall be declared. 2. Hours during which period a truck is to run shall be specified by the committee, or the amount of work done, expressed in ton miles, shall be decided on by the committee. 3. The depreciation shall be figured by the board. 4. Driver's wages shall be figured at a fixed price per day. 5. The price of gasoline per gallon shall be fixed.

The awards should go to the truck which averages the lowest cost per ton mile. Let us assume a hypothetical case—run-time shall be eight hours per day, depreciation shall be 20 cents per annum on a truck, a truck shall be declared to carry a load of four tons and the driver's wages shall be fixed at \$20 per week or \$2.50 per day. On the above assumption, if one truck runs at four miles an hour one day of eight hours it will have carried four tons 32 miles—cost of such carriage would be as follows:

Driver's wages, \$20 per week, \$2.50 gasoline used, 12 gallons at 12 cents per gallon, 36 cents; depreciation, 20 cents; total, 56 cents per ton mile. If a truck runs at 8 miles an hour, carrying a load of four tons, it will have carried eight tons 16 miles—cost of such carriage would be as follows:

Driver's wages, \$20 per week, \$2.50 gasoline used, 6 gallons at 12 cents per gallon, 72 cents; depreciation, 20 cents; total, 92 cents per ton mile.

Assuming now similar trial over eight hours during which period the vehicle runs at eight miles an hour, carrying a four-ton load. During one day of eight hours it will have carried eight tons 16 miles, equaling work done of 32 ton miles.

Driver's wages, \$20 per week, \$2.50 gasoline used, 12 gallons at 12 cents per gallon, 36 cents; depreciation, 20 cents; total, 56 cents per ton mile. If a truck runs at 8 miles an hour, carrying a load of four tons, it will have carried eight tons 16 miles, equaling work done of 32 ton miles.

With the above example a business man could satisfy his own mind immediately which was the most economical truck. The one point which might be brought up is that excessive speed in a long distance might produce undue wear. Unless a 30,000-mile reliability contest could be held, this speed is bound to be foolishness. Within a 10,000-mile to a truck, and this would prove really nothing. I do not see how cost of upkeep can be fairly determined in a contest of this description.

I should, however, stipulate that every truck which enters a contest must be able to pull up with either brake within the distance of its length or its length and a half, running at a speed which the maker considers its running speed. Such a test would be necessary to safeguard the public. I think if the above proposition is considered in the proper light it will be seen that these proposals are about as fair as could be made for a truck contest, and that limit of speed and questions of this sort are only stopping development of the motor truck movement and are productive of no conclusive results.

SCHUSTER IN NEW YORK

Veteran Driver to Look After Thomas Service End.

One of the best known automobile drivers in the world over is located permanently in New York. He is George Schuster, the man of great nerve and heart who drove an American made car to victory in a 12,000-mile endurance contest from New York to Paris.

Mr. Schuster has followed C. S. Henshaw from the Boston Thomas branch to accept the position of superintendent in the service department of the Thomas New York branch. He has gained experience of unlimited value to the automobile industry.

He recently said: "I believe a service department should be operated solely for the benefit of the customers, where prompt attention is cheerfully given, making any adjustments or giving other assistance that the owner may require. This is a part of the business that must be maintained, regardless of the fact that it is sometimes operated at a loss. There must be no broken promises, the purchaser expects just what he is told he will receive, and regardless of how small the item omitted it causes a tinge of dissatisfaction."

ELECTRIC OWNERS PLEASED

Reduction of Current Rates Cuts Down Battery Charges.

A material reduction has been made in the cost of electric current by the New York Edison Company and the United Electric Light and Power Company. It has been announced that their rates for "peak" have been reduced to from three to five cents a kilowatt hour, according to amount consumed.

The new schedule means a difference between one-half in the cost of charging batteries. In accordance with the provisions of the law, the new rates have been filed with the Public Service Commission in New York, and in all probability will remain permanent at the figures now fixed.

RECORD FOR WALK IN ENGLAND

London, May 20.—In the twenty-five-mile walking match for the Coronation Cup at Herne Hill today S. C. Schofield, of the Blackheath Harriers, won in the world's record time of 2 hours 37 minutes 4.5 seconds.

CINDER PATH FLYERS TO MEET

Bill Hayes, the Philadelphia speed merchant, is entered with Mel Sheppard, Dorland, Harry, Rodgers and Rosenberger in a special 200-yard run at the games of the teams "B" and "C" at Park to-day. This means "B" if all face the starter, and a new record is promised for the rather unusual distance.

ABBOTT-DETROIT "BULLDOG" ON ITS WAY THROUGH TEXAS ON RECORD RELIABILITY TOUR.



GEORGE SCHUSTER. One of the drivers in the New York-to-Paris race, who now has charge of service department in this city of E. R. Thomas Motor Car Company.

Causes of Motor Overheating

W. H. Stewart, Jr., Tells What to Do to Locate the Trouble.

By W. H. Stewart, Jr.

Motors properly designed seldom overheat, except when parts go wrong and produce such a result. In the water cooled motor using the force pump system one would naturally discount any trouble, as there appears to be very little to go wrong. There is nothing but the radiator, the straight hose connections and the force pump in circuit to accelerate the flow of water. However, when a motor does overheat the following should be inspected in order to trace the troubles:

First—Inspect all hose connections and note that the water passage is free. It often happens that hose will swell and close, thereby preventing the passage of water.

Second—Try the water pump and see that the water propeller is being properly driven by the shaft to which it is attached. A broken shaft is not an infrequent occurrence. In case of trouble it is often advisable to remove the pump and thoroughly clean the same. In cases where poor hose is used the inner walls dry and pieces of same lodge in and restrict the pump.

Third—The radiator itself is not always without fault. Due to its peculiar construction for cooling purposes it is very sensitive to dirt and mineral deposits. When the cells of the radiator become coated a very large proportion of the cooling area is sacrificed. In such cases it is necessary to thoroughly clean with an alkali solution.

Fourth—Another cause which produces overheating is excessive carbonization of the cylinders. While this will not be noticed in the boiling of the water, it will be noticed by the premature ignition of the gas. The excessive carbon forms a thick coating upon the crown of the cylinder and does not cool sufficiently to prevent premature ignition. This condition makes it necessary to use a retarded spark which also is detrimental. In such an instance the cylinder should be cleaned as soon as possible.

Fifth—Many drivers do not use the advance of the spark to advantage. To force a motor to work continuously with retarded spark will produce an overheated motor very quickly. A motor should always be run with the spark advanced as much as possible. In this way the maximum efficiency is obtained with the minimum fuel consumption.

Sixth—Do not fail to keep the circulating system filled with water. An insufficient amount of water in the system will not keep the motor cool.

Seventh—See that the motor is receiving a proper amount of oil. A motor overheating for this reason will seldom be the same again.

Eighth—A cooling air current. However, with the fan out of order many motors are practically useless. The fan, if driving member and the belt should always be inspected and kept in repair. If not a serious radiator leak may be caused by a loose fan wheel.

GRAND PRIX STILL OPEN

Closing Date for Big Auto Race Extended for Americans.

W. J. Morgan, American representative of the French Grand Prix automobile race, at Le Mans, on June 9, has received word from the Automobile Club de la Sarthe, France, that the race is to be held under the management of which the race is to be run, that the entry list would be kept open to America until June 1.

The postponement was granted at Mr. Morgan's request, to secure some entries that will compete in the Indianapolis 500-mile race on May 30. Four American cars already have entered the French race, and at least three others are expected.

LITTLE CRIPPLES' OUTING

Wyckoff, Church and Partridge Arrange Annual Charity.

As in previous years, the friends of Wyckoff, Church & Partridge, of No. 174 Broadway, have again donated their automobiles for the fifth annual outing of the Free Industrial School for Crippled Children, of West 5th street.

The date set is Tuesday, May 23, the objective point being Luna Park, Coney Island, where the little ones will be the guests of Frederic Thompson, and will be allowed to enjoy to their hearts' content the many wonders and surprises of that resort. The usual stop will be made at the clubhouse grounds of the Crescent Athletic Club, Bay Ridge, where a rest will be taken and the children allowed to romp on the spacious lawns. Here luncheon will be served and the ride continued to Luna Park in the early afternoon.

Class 1 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 2 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 3 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 4 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 5 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 6 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 7 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 8 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 9 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

Class 10 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

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Class 17 (open, 40 pounds and over): First, J. J. Veiga's Thornbury; second, F. J. Hopton's Cadillac; third, W. S. Turner's Buick; fourth, W. S. Turner's Buick.

WHAT IS LIFE OF A CAR?

L. A. Hopkins Says Abbott Bulldog Is One Answer.

NOTHING DEFINITE KNOWN

Very Little Reliable Data Have Ever Been Collected on a Rather Important Subject.

The French automobile journal "L'Auto" is conducting a novel competition. In order to ascertain the period of a car's usefulness it is offering a prize to the owner of the oldest automobile still in regular use, and it is said some of the entrants go back as far as 1891.

These things are as variable as your coin in falling," said L. A. Hopkins, president of the Abbott Detroit and Rega Cars Company, in commenting on this. "I've heard a man hold a prompt of men in aed silence while he expatiated on his careful driving and almost estoteric car knowledge, and clinch it by saying his car was five years old and rather better off you took his word for it than the day he bought it. And I've seen the same man try to sell his car next month, and explain, almost with tears, that it had been bought a year ago and run scarce a beggarly five hundred miles."

"But, seriously, in buying cars, I know of no one question as often asked, and which there is so little reliable data to answer, as what is the life of a car. The rare buyer can get a new car yearly or a string of cars at a time. But to the average owner—for whom, after all, the best car values are built—the vital question is: 'How long will it stand up?' In spite of its importance, no maker, up to last year, has set out deliberately to see just how much mileage a car is capable of before it is absolutely worn out."

Last July the Abbott factory decided to solve the question, and, choosing the new famous Abbott bulldog, started it on a 100,000-mile tour of the American continent. To prove that the car had not been bought with any particular tenderness, it might mention that so far it has covered thirty-nine different states in mud and rain, snow and sand; it has forded rivers and creeks; ploughed through sand and gumbo clay; crawled through the slime of river bottoms and cautiously crept to the tops of mountains and down the other side. In fact, the series of snapshots taken en route by the bulldog look more like sending America under difficulties than anything else I know of. The car, now in Mexico, has already covered 27,000 miles, is in excellent condition, and the balance of the route includes a tour of the Pacific Coast as far as Vancouver, across Canada for 7,000 miles to Montreal, down the Atlantic Coast to the isthmus of Panama, and will mean visiting every state and crossing the continent twice, a journey equal to twice the distance around the world.

At the completion of the 100,000 miles the car will be taken down and examined by a committee of the six foremost automobile authorities and the exact condition of the mechanism studied, thus, we believe, making a valuable pioneer contribution to the important, but yet untold question: 'What is the life of a car?'

GAMES OF THE CLAN M'LEOD

Five Open Events on the Programme for Twentieth Annual Carnival.

The twentieth annual athletic carnival of the Seawanhaka Yacht Club, announced, through its fleet captain, George Emilen Roosevelt, from the flagship Peggy, that the squadron will rendezvous at Seawanhaka Harbor, Oyster Bay, on Saturday, May 27, and on signal from the flagship at noon the club burgee will be hoisted and all captains, members and their guests are invited. The fleet captain will conduct divine service on Sunday, May 28, on board the flagship, for which special music has been provided.

The open events will include a 100-yard handicap dash, a 300-yard handicap, a 600-yard notice, a one-mile handicap and a twelve-pound shot-put. The closed events will consist of schoolboy races, association football and Highland dancing.

Entries close on next Wednesday with Deeds & Co., No. 20 John street, this city, and with the secretary, J. D. I. Husband, No. 102 Beach street, Jersey City.

SEAWANAHAKA TO "DRESS SHIP"

Commodore Frank S. Hastings, of the Seawanhaka Corinthian Yacht Club, announces, through his fleet captain, George Emilen Roosevelt, from the flagship Peggy, that the squadron will rendezvous at Seawanhaka Harbor, Oyster Bay, on Saturday, May 27, and on signal from the flagship at noon the club burgee will be hoisted and all captains, members and their guests are invited. The fleet captain will conduct divine service on Sunday, May 28, on board the flagship, for which special music has been provided.

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AUTO NEWS OF THE DAY TO CLIMB SHINGLE HILL

Little Bits of Items Picked Up on Automobile Row.

C. T. Silver, of the Overland Sales Company, reports the end of his tether so far as his allotment of several models from the Overland factory is concerned.

"The demand for Overland cars is a healthy one," remarked Mr. Silver. "Buyers in New York and throughout our territory on Long Island and Staten Island have been insistent upon getting certain models, and the factory notifies me that we can have no more than our original allotment of 1911 cars."

"Fifteen hundred 1911 Overland cars will have passed through our hands by the end of the month, and in view of these actual figures we can only feel that the demand for Overland cars is a accomplished fact."

After hardships innumerable the five-ton Saurer motor truck which left Denver on March 1 with a three-ton cargo, bound for San Francisco and return to New York, arrived at Los Angeles on the night of May 5.

Prominent men in the automobile industry will comprise the party journeying to Indianapolis on Memorial Day by way of the "Spindorf special."

The party, under the guidance of Charlie Spindorf, of magnet fame, will board their train de luxe at the new Pennsylvania terminal on the morning of May 25, and the train will be their home until its return to New York.

Arrangements were completed last week by W. B. Hurlburt, president of the Pennsylvania Auto Motor Company, with Benjamin E. Smith to represent the company in the sale of Pennsylvania cars for this season on Broadway, having recently been associated with the Thomas forces. His present headquarters will be with the Pennsylvania Tire company, 56th street and Broadway, pending such time as he can find a suitable home for his company in New York.

Eighty members of the Bergen Beach Yacht Club were present yesterday when that organization was formally put in commission. The flag was hoisted by Commodore A. C. Soper's Sinto, Leo S. Herzog's Gardena, N. B. Smyth's Neptune, G. G. Whitlock's Wink, W. H. Fleming's Flamingo and E. J. Schneider's Vanderslust. Commodore W. C. Towne announced that the schooner Tammany, which he recently sold to Edward Saltonstall, of Boston, would be entered in the Bermuda race.

Eighty members of the Bergen Beach Yacht Club were present yesterday when that organization was formally put in commission. The flag was hoisted by Commodore A. C. Soper's Sinto, Leo S. Herzog's Gardena, N. B. Smyth's Neptune, G. G. Whitlock's Wink, W. H. Fleming's Flamingo and E. J. Schneider's Vanderslust. Commodore W. C. Towne announced that the schooner Tammany, which he recently sold to Edward Saltonstall, of Boston, would be entered in the Bermuda race.

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